

Fuel oil non-availability report

NOTE: Send this report via email to: [[HYPERLINK "mailto:marine-eca@epa.gov"](mailto:marine-eca@epa.gov)]

Name of Vessel: ATLANTIC DIANA		Flag: HONG KONG			IMO Number: 9332171
(if other relevant registration # enter here) :Official Number					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :					
DEPARTED ST. JOHN (NB) WHERE VESSEL DISCHARGED A CARGO OF UNLEADED MOTOR SPIRITS. PROCEEDED TO COME BY CHANCE, CANADA TO LOAD UNLEADED MOTOR SPIRITS. VESSEL CURRENTLY HAS ORDERS TO PROCEED TO NEW HAVEN, CT TO DISCHARGE MAJORITY OF THIS CARGO. (VOYAGE PLANS ATTACHED)					
Port of Origin:	COME BY CHANCE, CANADA	Date:	JUNE 17, 2013		
Port of Destination:	NEW HAVEN, CT	First US port of Arrival:	NEW HAVEN, CT		
Date vessel first received notice that it would be transiting in the N. American ECA:					MAY 1, 2013
Vessel's location at the time of notice:		CORUNNA, SPAIN (VESSEL HAS REMAINED IN NORTH AMERICAN ECA SINCE MAY 17)			
Date/Time ship operator expects to enter N American ECA:			May 15, 2013 1300 hrs LT (1600 UTC)		
Date/Time ship operator expects to exit N American ECA:			UNKNOWN		
Projected days ship's main propulsion engines will be in operation within N American ECA:					APPROX 46 DAYS
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					CURRENTLY 0.95%, WHEN THIS RUNS OUT, VESSEL WILL SWITCH TO 3.14%
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<p>VESSEL ORIGINALLY ARRIVED IN NEW YORK ON MAY 17, 2013 FROM ATLANTIC EUROPE WITH NON COMPLIANT FUEL OIL (SEPARATE WAIVER FORM SUBMITTED FOR THAT PREVIOUSLY). WE STEMMED 300 MT OF COMPLIANT FUEL OIL AT NEW YORK. AFTER THIS VOYAGE WAS COMPLETED THE VESSEL RELOADED IN NEW YORK AND PROCEEDED TO ST JOHN, NB FOR DISCHARGE. CANADA IS NOT PART OF THE NORTH AMERICAN ECA AND THEREFORE THE VESSEL NEEDED TO BURN COMPLIANT FUEL OIL THERE AS WELL. THE VESSEL REMAINED THERE FROM MAY 28-JUNE 14 WHICH WAS A LOT LONGER THAN EXPECTED AND CONSUMED OVER 100 MT OF COMPLIANT FUEL OIL IN PORT ALONE. OUR BUNKER DEPT INQUIRED ABOUT FUEL AVAILABILITY AT THIS PORT BUT THERE IS NONE AVAILABLE. NEXT VOYAGE AFTER THAT WAS FIXED FOR LOADING IN COME BY CHANCE, CANADA WHICH IS ALSO IN THE ECA ZONE, SO VESSEL DEPARTED ST JOHN WITH 132.9 MT COMPLIANT FUEL OIL ONBOARD. THERE WAS ALSO NO COMPLIANT FUEL AVAILABLE AT COME BY CHANCE. VESSEL ARRIVED THERE WITH 66.9 MT OF COMPLIANT FUEL OIL REMAINING AND WILL DEPART ON JUNE 20TH WITH APPROXIMATELY 52 MT REMAINING ONBOARD. THIS WILL LAST APPROXIMATELY 1.7 DAYS AFTER DEPARTURE AFTER WHICH VESSEL WILL NEED TO SWITCH TO HIGH SULPHUR FUEL OIL. THERE IS NO BUNKERING ALLOWED IN OUR NEXT PORT OF NEW HAVEN, THEREFORE WE WILL LOOK TO STEM COMPLIANT FUEL OIL AT THE NEXT PORT OF CALL AFTER THAT.</p>					

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Name of suppliers contacted:	Address:	Date of contact:
AEGEAN	430 ste. Helene Street Suite 302 Montreal, Quebec H2Y 2K7 Canada	JUNE 11, 2013 JUNE 14,2013
OCEANCONNECT	44 SOUTH BROADWAY WHITE PLAINS, NY 10601	JUNE 11, 2013 JUNE 14,2013
EXXON	12 Millenium Blvd. Moncton, NB E1C 0M3	JUNE 11, 2013 JUNE 14,2013

In case of fuel oil supplied disruption only

Name of port at which vessel was scheduled to receive compliant fuel oil:	N/A
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability): N/A	

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):

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N/A
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:
N/A

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
SINCE THERE IS NO BUNKERING PERMITTED AT THE PORT OF NEW HAVEN, WE WILL ENDEAVOR TO STEM COMPLIANT FUEL OIL AT THE NEXT PORT OF CALL AFTER THAT. THIS NEXT PORT OF CALL IS CURRENTLY UNKNOWN UNTIL OUR VOYAGE CHARTERERS GIVE US OFFICIAL ORDERS FOR THE DISCHARGE OF THE BALANCE OF THEIR CARGO.							
If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
N/A. NO BUNKERING PERMITTED AT THE PORT OF NEW HAVEN.							
List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a) New York	May 17-26, 2013	YES	Report	Date	Port	Type of Fuel	Comments
b)			1)	5/15/13	NEW YORK	1.94%-2.33% FUEL OIL	WE ARRIVED FROM EUROPE WITH NON COMPLIANT FUEL OIL, AND SUPPLIED COMPLIANT FUEL OIL AT FIRST PORT OF CALL IN USA (NEW YORK)
c)			2)				

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d)		3)	
e)		4)	
f)			
g)			
j)			
i)			
k)			
Ship Master Name:		Captain R. Jetley	Ship Operator Name: ST Shipping and Transport Pte Ltd.
Legal Agent in the U.S.:			Ship Owner Name: Cido Tanker Holding Co.
Name of designated Corporate Official:			
Address (Street, City, Country, Postal Code):		Tel. Num.:	
301 Tresser Blvd. Stamford, CT 06901		203 328 2800	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature	Print Name MATTHEW MACIEJEWSKI	Date JUNE 20, 2013
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